

## HARBOR AND MARINE NEWS

sale, 5c a bundle, at The Journal office.

comers, and the German lines are preparing to go a step further in the same direction.

It has proved a costly possession in one sense, but the prestige which accrued to the company from the achievements of those masters of the sea is not a little significant that as yet the attempt has not been made to match the speed of the Lusitania and the Mauretania, or to duplicate and improve upon the turbine method of propulsion which are the distinguishing characters of those vessels. This is a "card" which the Cunard's rivals are content for the present to leave in the possession of that company.

other English and the German lines have determined to trust to business

and unparalleled convenience and comfort to offset the record of these swift ships, and the results of their experiment will be watched with interest by a class of seafaring men in everything but foreign-going ships have been and are the wonder of all civilized foreign nations.

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**The Puritan to the Junk Pile.**

Worthless, except as a junk pile, the old monitor Puritan, which was sunk in Hampton Roads last November, will be sold to the highest bidder. If the recommendation of an examining board is adopted, the board found that the ship, after repairing the vessel, even to make her fit for the use of the naval militia, would be excessive, and recommended that

to \$12,200 being fixed. The Puritan, built about twenty years ago, was regarded

The rapid development of the use of fuel oil in both railway and vessel propulsion in the last decade was started by the finding of large oil

fornia. It was in 1901 that the wells of Beaumont, Texas, were dis-

covered and began to yield a grade oil particularly adapted for fuel purposes. This oil has a base of a phosphorus instead of paraffine, and carries a considerable quantity of sulphur. Due to its very low flash point, however, in the crude state it requires careful handling. The Kern River territory of California yields a similar petroleum to the Texas product.

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**Shipping Sales.**

The steel twin-screw passenger steamer Frederick, owned by the London and South Western Railway Company, is reported sold to Turkey.

000 pounds. She was built and engineered by Messrs. J. & G. Thomson, Ltd.

Glasko, in 1890, and had new boiler fitted in 1904. Dimensions, 253 ft. by 35 ft. by 15 ft. 8 in., 1,088 tons gross, carries 400 tons deadweight, has accommodations for 150 first-class and second-class passengers, and steams 12 knots. Two sets of triple expansion engines, each 24 in., 37 in., 56 in., 33-in. stroke.

Messrs. James Moss & Co., Liverpool, are the purchasers of the London steamer Shahristan, recently reported sold, the price being 30,000 pounds.

The steel screw steamer Tregarth, owned by Messrs. E. Hain & Sons,

through Messrs. H. E. Moss & Co.,  
about 16,500 pounds. She was bu  
and engine by Messrs. J. Broadhead

The steel screw steamer Duke of York, owned by Messrs. Robinson Brothers, Whitney, is reported sold to foreigners at about 26,000 pounds. She was built by Messrs. J. Blumer & Co., Sunderland, in 1907. Dimensions, 100 ft. by 28 ft. 6 in. beam, 12 ft. 6 in. draught. Engines, 22 in., 36 in., 60 in. cylinders, 18 ft. 6 in. stroke. Total weight on 18 ft. 6 in. draft, 5,600 tons gross, carried 1,600 tons.

12 tons gross, carries about 5,100 tons  
a deadweight on 20 ft. 6 in. draft; tri

expansion engines 24 in., 39 in., 65 in. by 42-in. stroke, by the North Eastern Marine Engineering Company, Ltd.

**Dangers to Navigation.**

June 15, latitude 24:21, longitude 82:17, passed a raft about twenty feet square, composed of heavy timber bolted together. British steamship Balkan.

June 25, latitude 45:04, longitude 50:45, passed a derelict sailing ship French steamship La Lorraine.

June 3, latitude 42, longitude 44, passed a spar buoy, thirty feet long, ten feet in diameter, covered with barnacles. Dutch steamship Rijkdam.

P. 37:19, passed a spar standin uprig  
A. and projecting about three feet out

the water, and covered with barnacles.  
German steamship Birkenfels.  
June 18, latitude 47:14, longitude  
27:48, passed a mast. German steam-  
ship Amerika.

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Arrived.  
S. G. Haskins, Am sch, Staples, I.  
Tuxpam to master.

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Cleared.  
Manx Isles, Br ss, Reinde, 1888,  
Mobile in ballast.  
Glenfruin, Br ss, Tate, 2026,  
Buenos Ayres with 2,100,000 # ft lu-  
ber.